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SECTION 300.00-FUNDING / ELIGIBILITY

SECTION 305.00–STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

Projects are selected on a statewide basis and scheduled into the ITD Statewide Transportation Improvement Program (STIP).

Rail-Highway Crossing Projects are selected and scheduled in the STIP based upon the crossing's location/rating on the FRA Priority Index. The FRA Priority Index is published annually each calendar year, and prioritizes based upon train-highway vehicle collision prediction formulas, for all at-grade crossings in the state. The formulas, which calculate initial collision prediction value based upon geometric and traffic characteristics at a crossing and actual collision history, calculate the expected annual collisions at that crossing. Once programmed, crossing upgrades are to be constructed within a three (3) year time frame. A new Priority Index is not calculated for a project while it is in the STIP, nor is the project allowed to be delayed by reprogramming into later years in the STIP. If a project is not constructed within this three (3) year timeframe, it will be removed from the STIP. A project removed from the STIP may be submitted again through the Traffic Section using a current Priority Index ranking for approval by the Idaho Transportation Board.

Projects can advance within the STIP, impacting both the design process and the scheduling of railroad activities. The STIP is on the ITD website at <http://www.itd.idaho.gov/planning/reports/stip/stipfirst.htm>, and the Quarterly Bidding Forecast, and bid opening dates are on the ITD website at <http://www.itd.idaho.gov/design/contractors/contrinfo.htm>. Railroad Companies are encouraged to review the information on this site for changes in the program and upcoming construction work. The ITD Rail-Highway Safety Coordinator will notify Railroad Companies which projects are impacted through any changes to the STIP.

305.01 Project Programming. New projects are initiated through ITD District Offices in the annual highway development program update process. Project entry is done through the computerized Idaho Transportation Improvement Program (ITIP). Refer to ITD [Design Manual Section 230.00](#) for details.

Rail-highway safety project priorities and funding are determined by the District in coordination with local officials and, when appropriate, with the ITD Traffic Engineer and the Highway Program Manager. ITD Headquarters Traffic and District staff will work together in selecting, programming and scheduling rail-highway safety projects in accordance with established goals. Refer to ITD [Traffic Manual Section 855.00](#).

Use of local government forces for construction of highway safety improvement projects may be found to be in the public interest. The decision to use local forces is made on a project-by-project basis.

SECTION 310.00—FEDERAL-AID RAIL-HIGHWAY SAFETY PROGRAM

The Rail-Highway Safety Program is carried out under the provisions of 23 USC 130. Funding is established under 23 USC 133(d) (1). Ten percent of the Surface Transportation Program (STP) funds apportioned each fiscal year to the State are set aside to carry out the provisions of 23 USC 130 (Rail-Highway Crossings) and 152 (Hazard Elimination).

While other Federal-aid system funds such as those specific to the Interstate and National Highway Systems may be used for railroad crossings on their respective systems, funding for the Rail-Highway Safety Program is set aside specifically for this purpose and is not restricted to any specific class of highway system. See 23 CFR 646 Subpart B.

310.01 Eligibility. Federal STP funds set aside for the Rail-Highway Safety Program may be used on any public road for any of the activities set forth in 23 USC 130.

310.02 Federal Participation. The Federal share of STP funds set-aside for safety can be determined under either one of the following two approaches:

23 USC 120. This section allows use of Federal share funds used for other STP funded improvements including adjustment for sliding scale to be used for rail-highway safety improvements. Section 120(c) allows up to 100 percent Federal share funds to be used for rail-highway crossing closure or signalization.

23 USC 130. This section allows the Federal share funds to be 90 percent participation (with no adjustments for sliding scale) for the types of work covered by these safety programs.

SECTION 315.00—STATE AID RAIL SAFETY PROGRAM

The Chief Engineer is authorized to approve release of State Railroad Grade Crossing Protection funds for protection projects, including advanced warning railroad signing, cross bucks, IdaShields, Idaho Operation Lifesaver, railroad inventories and other safety projects.

315.01 Project Initiation. New projects are prioritized by their rankings based upon the State Priority Index referenced in [Sections 205](#) and [Section 310](#). This priority listing is based on the criteria of existing crossing protection, Average Daily Traffic, number of trains per day, number of trains through the night, number of tracks, sight restrictions, and number of collisions.

The Idaho Transportation Board provides an annual allocation of \$250,000 to fund state rail-highway safety projects. A crossing over any public road is eligible for this program. Projects are identified by the Districts, the Traffic Section or local officials and prioritized by the State Priority Index. Requests for projects are sent through the Districts and reviewed for eligibility then submitted to the Idaho Transportation Board for final approval and allocation.

315.02 Project Approval. Following the Idaho Transportation Board's approval of the STIP, a form ITD-1414 is generated by the Rail-Highway Safety Coordinator, and circulated through Highway Programming, Roadway Design, ITD Districts, Local Highway Districts, other appropriate sections/entities and management for review and approval. Requests that are not

approved by management are returned to the Rail-Highway Safety Coordinator for coordinating modification of the funding schedule with the District. Approved projects are circulated through Roadway Design and the Utility/Railroad Engineer for design and advertisement prior to bidding and construction.

315.03 Idaho Code. The State Railroad Safety Program Funding is based upon Idaho Statutes Title 62 Railroads and Other Public Utilities, Chapter 3 Railroad Crossing on Highways. The following parts directly apply:

- 301 - Elimination or Alteration of Rail Crossings
- 304A - Creation of Railroad Grade Crossing Protection Fund
- 304B - Administration of Railroad Grade Crossing Protection Account
- 304C - Apportionment of Costs